

## SR 167 Corridor Plan

### Corridor Working Group Meeting – Meeting Summary

May 24, 2005

1:00 – 3:00 p.m.

Auburn City Hall – City Council Chambers  
25 West Main Street– Auburn, WA 98001

#### Attendees

**WSDOT**

Carol Hunter  
Mike Sallis  
Ron Landon  
Ron Paananen

**Perteet**

Loren Sand  
Michael Booth

**EnviroIssues**

Diane Adams  
Mandy Putney

**City of Auburn**

Carolyn Robertson  
Dennis Dowdy  
Tiffan Goodman

**City of Kent**

Cathy Mooney  
Chad Bieren  
Steve Mullen  
Tim LaPorte

**City of Renton**

Nick Afzali  
Sandra Meyer

**City of Sumner**

Bill Shoemaker

**King County**

Lisa Shafer

**Pierce County**

Cindy Larkin  
Karen Goon

**Port of Tacoma**

Dick Dorsett

**Puget Sound Regional Council**

Charlie Howard

**Sound Transit**

Jim Moore

#### Welcome and Introductions

Carol Hunter, WSDOT, welcomed the group and thanked them for coming. All attendees introduced themselves and the agency they represent. Then Carol reviewed the agenda and started the meeting. She noted that the Transportation Partnership Account will have impacts on the process and that this first meeting will provide the background information needed to effectively move forward.

#### Corridor Plan Overview – Funding, History and Process

*Carol Hunter, WSDOT*

Carol referred to the first handout in the CWG binder while describing the funding streams for project along the corridor. Funding for the corridor comes from, the Nickel Package, and the recent Transportation Partnership Account. About \$190-200 million in funding exists for projects in the corridor.

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Carol reviewed the history and process of the corridor plan, which is illustrated by the timeline graphic in the CWG binder. In preparation for the proposed RTID ballot, an analysis of the corridor was performed in a short time frame. This study resulted in a preference by South King County jurisdictions to add two additional lanes in each direction. However, the cost of this type of project was larger than the revenue RTID could generate and was adjusted to one additional lane in each direction. Eventually \$500 million was approved by the legislature to fund corridor improvement projects. Three priority bottleneck projects were then identified based on preliminary cost estimates and in correlation with this dollar amount. The bottleneck project are listed below in order of priority:

- HOV lane completion – Constructs remainder of HOV lanes between Auburn and King/Pierce county line.
- S. 277th to SR 516 – Adds northbound and southbound auxiliary lane between S. 277<sup>th</sup> and SR 516.
- S. 180th to 84th Ave S. – Adds one northbound and southbound general purpose lane.

As part of the 2005-2007 budget, the legislature approved \$9.6 million dollars of Nickel Funds for the SR 167 Corridor Plan and the preparation of the environmental document. This will be about a 14-16 month process for the development of the Corridor Plan. The NEPA process will be followed for the three projects identified and any additional projects that are ultimately identified.

Currently, the project team is acquiring new data. There is a need for additional and new data due to a longer study area, additional stakeholders, and the first analysis was done very quickly. Some of the data will come from the enhanced PSRC 2030 model. Tolling and local land use assumptions are included in this enhanced modeling. Data is also being gathered during stakeholder interviews. Residential growth and freight mobility are the primary stories that have emerged from the interviews WSDOT.

At this point, there is the opportunity to develop new/additional screening criteria for evaluating projects. This is because the most recent funding is not tied to RTID, which had specific screening guidelines.

As a result of the Transportation Partnership Account funding, WSDOT is rethinking overall management of all the corridor projects so that there is organization among all of the projects on SR 167. The engineer will probably report to Craig Stone. WSDOT doesn't know who the engineer will be at this time.

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### Discussion Topics:

- Tim LaPorte, City of Kent, reminded the group that RTID will be going to vote in Fall 2006 and that the CWG should talk about how to make this a positive vote. Carol Hunter replied that RTID's approach is not yet known. They will either decide to be conservative or to go for everything that is needed. She explained that WSDOT segmented the corridor in the past so that a dollar amount could be attached to each segment. Then, after a funding amount was decided upon, it was possible to pick and choose projects based on the cost. This approach worked in the past and will probably be used again. Loren Sand added that the group does need to keep RTID in mind as we work through the schedule so that we can have some projects identified by the end of the summer. There was discussion that the CWG meeting schedule should be moved up to accommodate the RTID schedule.
- Tim LaPorte noted that adding two lanes in each direction is still the recommendation of the Kent and Auburn. The mayors still think that this defines the SR 167 project, not the three bottleneck projects. His perspective is that three of the four King County representatives want to deliver complete projects for RTID.
- Lisa Schafer, King County, asked when the cost estimates were last updated and Carol Hunter replied that the costs have not been updated since 2003 during the last CVEP. At that point, there were only preliminary designs.

### Current Activities Overview

*Loren Sand, Perteet*

Loren provided an overview and summary of the stakeholder interviews conducted with jurisdictions and information gained at the WSDOT/MTA lunch meeting. He added that freight surveys will be coordinated with MTA members for additional information about improvements, hotspots, and priorities.

### Discussion

- Nick Afzali mentioned that the interchange at 42<sup>nd</sup> and 180<sup>th</sup> is a priority hotspot for Renton. King County has started to look at this interchange and their analysis might be helpful for the corridor plan.
- Tim asked about coordination with Sound Transit's Long Range Plan. Jim Moore, Sound Transit, replied that he is not involved in Phase II specifically, but does know that the draft Long Range Plan is complete and a wish list of projects for this phase is being developed. There are one or two items in the SR 167 Corridor that are included on the preliminary

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list, including direct access ramps. He suggested that WSDOT contact Eric Chipps at Sound Transit for more details.

- Steve Mullen, City of Kent, commented that it is also important to understand the future plans of the railroads because that will have a significant impact on freight.

Loren continued describing current activities and mentioned that an origin/destination survey was being developed for the HOT Lanes Project and that Perteet is developing a freight survey for distribution in late June to WTA members. This will happen after the HOT Lane survey. O/D results are expected by the end of the July.

Loren noted that the goal is to make sure that the modeling represents local activities, the rail activities, the ports, etc. Michael Booth, Perteet, will be coming to talk with jurisdictions to make sure the new model is accurate at the local level. He will be making calls in the next couple of weeks.

### Discussion:

- Will the PSRC survey results be used? Charlie Howard, PSRC, replied that they would be providing the information they have to WSDOT.
- Charlie Howard suggested that WSDOT contact Minnesota DOT because they just opened their HOT Lane projects. Carol stated that the HOT Lanes project manager is in regular contact with similar projects across the country and that she could do a presentation at a future meeting if needed.
- Dick Dorsett, Port of Tacoma, asked how the freight connection will be incorporated into the model? Michael Booth replied that the project team is trying to understand where the current gaps are and then will work to fill those gaps. Freight is important to the effort.
- Dick Dorsett also asked whether the extension project gets included? Loren replied that the original study area was larger than the actual project area and the original modeling assumed that the extension would be in place. The project area now extends down to SR 512.
- Dennis suggested adding a question on the survey to determine the amount of through truckers using SR 167 as well as how many are making local stops.

### Overview of the SR 167 Corridor Plan and Decision Making Structure

*Carol Hunter, WSDOT*

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Carol reviewed the leadership and decision making structure for the corridor plan and noted that it is similar to the structure used by the Alaskan Way Viaduct Project. It has been reviewed and approved by Doug MacDonald and Dave Dye.

### Discussion:

- Tim LaPorte noted that RTID is left out of this diagram. The RTID board will have to vote on projects agreed on by this group. Under current law it has to go through RTID prior to going to vote to the public. Ron Paananen, WSDOT, answered that he feels with SR 167 it will depend on the dollar amount that is allocated. This corridor plan will be similar to SR 405 and will develop a list of projects. It's not likely that there will be funding for the entire list. We need to make a priority list.
- Dick Dorsett observed that the decision structure diagram should be more explicit and include assumptions about the decisions expected of each of these leadership groups.
- Nick Afzali, City of Renton, noted that I-405 has electeds at the executive group level and Tim LaPorte added that he feels this is important in order to assure buy in from the electeds along the corridor. Dennis Dowdy, City of Auburn, echoed these concerns. Ron Paananen stated that there have many conversations about this at WSDOT. This is an executive decision. Carol has passed your concerns on to Doug and Dave and this is their final decision.
- Dennis Dowdy added that it would be a good idea for Doug to attend the next Valley Mayor's meeting and ask them who they want to nominate to be on the Executive Committee.

### Phase One Results

*Loren Sand, Perteet*

Loren reviewed the results of the SR 167 Valley Freeway Analysis. Pg. 10 lists the four options that were looked at during the study. There was no official adoption of the option on pg. 17, but letters of support were received from the cities and SCATBD. The County did not support this option. Pg 18 describes the screening criteria that were used to evaluate the four options. Loren pointed out that freight was a missing component and that these criteria were focused on RTID priorities.

The CWG will need to establish criteria for choosing projects and then for evaluating them. Loren asked the group to review these criteria prior to the next meeting. The goal for next meeting will be to reach agreement about the criteria to be used.

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### Public Involvement Plan Overview

*Diane Adams, EnviroIssues*

Diane Adams explained the different strategies and techniques that will be used to engage the public throughout the entire corridor plan. She noted that this process is already underway and started with the stakeholder interviews. Follow up interviews might be necessary with some of the stakeholders and additional people will be contacted as needed. There will be mixture of activities planned in order to reach out to a broad array of people living along the entire corridor, including more traditional events like open houses. In order to be resourceful, the SR 167 Corridor Plan will join with the SR 169 open houses already planned for September in Renton and Auburn. The second series of open houses will be held early in 2006. Locations have not been determined for these meetings yet.

In addition to open houses, the project will provide information and dialogue opportunities to the public in the following ways:

- Booths at local farmer's markets, fairs and festivals. A staffed information table with the project folio and a comment form will allow for the team to hear a broad array of public feedback. This will allow the team to reach members of the public that are not willing or able to not attend an open house.
- Transit stops and truck stops are also being considered as outreach points.
- Neighborhood groups briefings. Community groups that have regular meetings will be contacted and then briefed.
- Project newsletter will be published periodically and will be available for jurisdictions to mail to residents.
- Project website will be developed and updated on a regular basis.
- Corridor Working Group, Policy Board, and Executive Committee meetings will serve to facilitate dialogue between constituents, elected officials, and the project team.

The group agreed that these strategies sounded effective. Diane asked them to send additional ideas to her.

### Next steps:

- Priority is to identify list of projects for the corridor plan and to meet RTID's schedule. The project team will look at changing the CWG meeting schedule.
- Identify and understand Sound Transit's long range plans for the SR 167 corridor.
- Engage the railroads in the corridor plan process.
- Outreach – follow up with Renton.
- Send information to ST 2 open houses.

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- Michael Booth will be contacting jurisdictions regarding modeling. If CWG members have questions about the process, contact him directly.
- Add explicit assumptions for the decision structure.
- WSDOT will plan to attend the next Valley Cities meeting. Dennis will work to extend the invitation to WSDOT. 6/26 is the probable date, in Fife.
- Engage truckers even more. Ask for a WTA representative to join this group or make a presentation.
- City of Renton transportation committee will like a briefing in the future. Auburn, too.
- General agreement that this day and time work for folks.

**Next Meeting:** 6/21/05, 1:30 – 3:30 p.m.  
Centennial Conference Rooms, Centennial Building  
400 W. Gowe Street, Kent